# MOBILITY

A NEWSLETTER FROM THE NEW JERSEY DEPARTMENT OF TRANSPORTATION

Thomas H. Kean, Governor

Roger A. Bodman, Commissioner

November 1985

Vol: 7, No. 2

*Governor Thomas H. Kean and Transportation Commissioner Roger A. Bodman participated in ceremonies this summer which marked the opening of another stretch of I-78 in Union County.* *See "Trust Fund projects cover state" on page 2-3.*

*Trust Fund dollars enabled the resurfacing of 350 lane miles in New Jersey, including Route 30 from Atlantic to Camden Counties.*

# Highways get beauty treatment

New Jersey's highways got "the works" in beauty treatments this summer.

It was all part of the Department's Roadway Aesthetics Program - a statewide sprucing-up that included manicures, trims, tons of blemish-removals, some face-lifts and a rejuvenation regimen.

"The bulk of the work was done by state forces, but some was contracted out and some is being done by part-time help," said Jack Dunn, Maintenance Bureau Chief.

Improving the appearance of the state's highways — making them more attractive to tourists as well as resident drivers — is part of Governor Thomas H. Kean's economic enhancement program for New Jersey.

The Department has budgeted $1.5 million for Fiscal Year 1986 for the landscape aesthetics program, and has projected equal sums through Fiscal Year 1988 to carry out a $5 million restoration which began last year.

There is a great deal of catch-up work to be done. After years of funding shortages the roads were getting to look more than a little ragged around the edges.

The dollars available for grass mowing, weed control, shrub and tree maintenance and litter pick-up were limited to safety purposes rather than appearance.

"In 1981, because of fiscal restraints, we had to discontinue many of the aesthetic maintenance items," Dunn explained. "Essentially all we did was mow for sight visibility, for safety, and little else. Our turf maintenance has pretty much been let go since that time."

It didn't take long for the state highways to take on a seedy look and for the public to notice.

New Jersey residents returning from other states complained about the rundown appearance of highways here compared with landscaped stretches in other states.

"It looked like your lawn and yard when you go away in the summer and there's no one there to take care of it for you," Dunn smiled, recalling his own return from an out-of-state trip.

Enactment of the Transportation Trust Fund legislation last year freed up funds for stepped-up maintenance activities and set the stage for this year's Roadway Aesthetics Program.

During the lean years of highway maintenance, the loudest and longest complaints from the public were about litter. For that reason litter clean-up is getting extra attention in the current beautification effort.

*(continued on page 4)*

***MOBILITY*** is a publication of the New Jersey Department of Transportation to inform the general public about the Department and its activities. If you want to be on the mailing list, write to ***MOBILITY***, Publications, New Jersey Department of Transportation, 1035 Parkway Avenue, CN 600, Trenton, NJ 08625.

# Trust Fund projects cover state

*From Sussex to Cape May, there's hardly a town in New Jersey without transportation improvements underway.*

*While the most visible activity is going on at congested intersections and along heavily-travelled highways and bridges, the Transportation Trust Fund has also stimulated design and engineering work for both the interstates and older highways, on-going work on the North Jersey Coast Line, replacement of Arrow III rail car axles, construction of rail and bus maintenance facilities, and passenger station improvements — all in its first year.*

*This summer alone, the Department held groundbreakings and completion ceremonies which in themselves highlight the diversity of the work around the state: Metropark ramps, the widening of Hooper Avenue in Dover and Brick Townships, I-78 progress in Berkeley Heights, the Route 130 Rancocas Creek Bridge in Burlington County, I-287 bridge repairs from Bridgewater to Piscataway Townships, Route 9 intersection improvements in Ocean County.*

*Long-overdue repairs and completion of interstate "missing links" — the total upgrade of the state's transportation network — is indeed in progress. This work has generated thousands of additional jobs in the construction trade alone this year. And it is increasing the safety of our highways while enhancing New Jersey's economic environment through establishment of a sound transportation network.*

*The Transportation Trust Fund will generate $3.3 billion in capital spending for the state's transportation network over its four-year lifespan. In Fiscal Year 1985, the Transportation Trust Fund program provided the following monies:*

| CATEGORY | N.J. TRUST FUND | N.J. BRIDGE BOND | FEDERAL FUNDS |
|---|---|---|---|
| **Interstate** Completion and Rehabilitation | $16.8 | --- | $206.1 |
| **Federal Bridge** (replacement or rehabilitation of existing bridges) | --- | 10.3 | 41.8 |
| **Other Federal Programs** (for the State's urban and rural highways and safety) | 19.8 | --- | 68.3 |
| **Non-federal Programs** (e.g., Department facilities, rail freight improvements, etc.) | 56.4 | 29.9 | 8.3 |
| **Betterments** (especially resurfacing) | 24.9 | --- | --- |
| **Special Local Aid** (municipal, county and regional transportation) | 52.7 | --- | --- |
| **Public Transportation** | 21.9 | --- | 52.8 |
| **TOTALS** **(millions of dollars)** | $192.5 | $40.2 | $377.3 |

*TOP: New bridge deck for Route 10, Morris County.*
*CENTER LEFT: Mason at work.*
*CENTER RIGHT: I-195 in progress, Mercer County*
*BOTTOM: Cut through Little Ferry Circle, Bergen County*

*Trust Fund dollars enabled the resurfacing of 350 lane miles in New Jersey, including Route 30 from Atlantic to Camden Counties.*

# Highways get beauty treatment

New Jersey's highways got "the works" in beauty treatments this summer.

It was all part of the Department's Roadway Aesthetics Program - a statewide sprucing-up that included manicures, trims, tons of blemish-removals, some face-lifts and a rejuvenation regimen.

"The bulk of the work was done by state forces, but some was contracted out and some is being done by part-time help," said Jack Dunn, Maintenance Bureau Chief.

Improving the appearance of the state's highways — making them more attractive to tourists as well as resident drivers — is part of Governor Thomas H. Kean's economic enhancement program for New Jersey.

The Department has budgeted $1.5 million for Fiscal Year 1986 for the landscape aesthetics program, and has projected equal sums through Fiscal Year 1988 to carry out a $5 million restoration which began last year.

There is a great deal of catch-up work to be done. After years of funding shortages the roads were getting to look more than a little ragged around the edges.

The dollars available for grass mowing, weed control, shrub and tree maintenance and litter pick-up were limited to safety purposes rather than appearance.

"In 1981, because of fiscal restraints, we had to discontinue many of the aesthetic maintenance items," Dunn explained. "Essentially all we did was mow for sight visibility, for safety, and little else. Our turf maintenance has pretty much been let go since that time."

It didn't take long for the state highways to take on a seedy look and for the public to notice.

New Jersey residents returning from other states complained about the rundown appearance of highways here compared with landscaped stretches in other states.

"It looked like your lawn and yard when you go away in the summer and there's no one there to take care of it for you," Dunn smiled, recalling his own return from an out-of-state trip.

Enactment of the Transportation Trust Fund legislation last year freed up funds for stepped-up maintenance activities and set the stage for this year's Roadway Aesthetics Program.

During the lean years of highway maintenance, the loudest and longest complaints from the public were about litter. For that reason litter clean-up is getting extra attention in the current beautification effort.

*(continued on page 4)*

***MOBILITY*** is a publication of the New Jersey Department of Transportation to inform the general public about the Department and its activities. If you want to be on the mailing list, write to ***MOBILITY***, Publications, New Jersey Department of Transportation, 1035 Parkway Avenue, CN 600, Trenton, NJ 08625.

# Trust Fund pro

*From Sussex to Cape May, t*
*Jersey without transportati im*
*While the most visible a vity*
*intersections and along heavily*
*the Transportation Trust Fund h*
*engineering work for both the i*
*on-going work on the North Jer*
*Arrow III rail car axles, construc*
*facilities, and passenger station*
*year.*

*This summer alone, the Depa*
*completion ceremonies which in*
*of the work around the state: M*
*Hooper Avenue in Dover and B*
*Berkeley Heights, the Route 130*
*Burlington County, I-287 bridge*
*Piscataway Townships, Route 9*
*Ocean County.*

*Long-overdue repairs and co*
*links" — the total upgrade of t*
*— is indeed in progress. This w*
*additional jobs in the constructi*
*is increasing the safety of our h*
*Jersey's economic environ t*
*transportation network.*

*The Transportation Trust Fund*
*capital spending for the state's*
*four-year lifespan. In Fiscal Yea*
*Fund program provided the foll*

| CATEGORY | TRUS |
|---|---|
| **Interstate** Completion and Rehabilitation | $ |
| **Federal Bridge** (replacement or rehabilitation of existing bridges) | |
| **Other Federal Programs** (for the State's urban and rural highways and safety) | |
| **Non-federal Programs** (e.g., Department facilities, rail freight improvements, etc.) | |
| **Betterments** (especially resurfacing) | |
| **Special Local Aid** (municipal, county and regional transportation) | |
| **Public Transportation** | |
| **TOTALS (millions of dollars)** | $1 |

# ects cover state

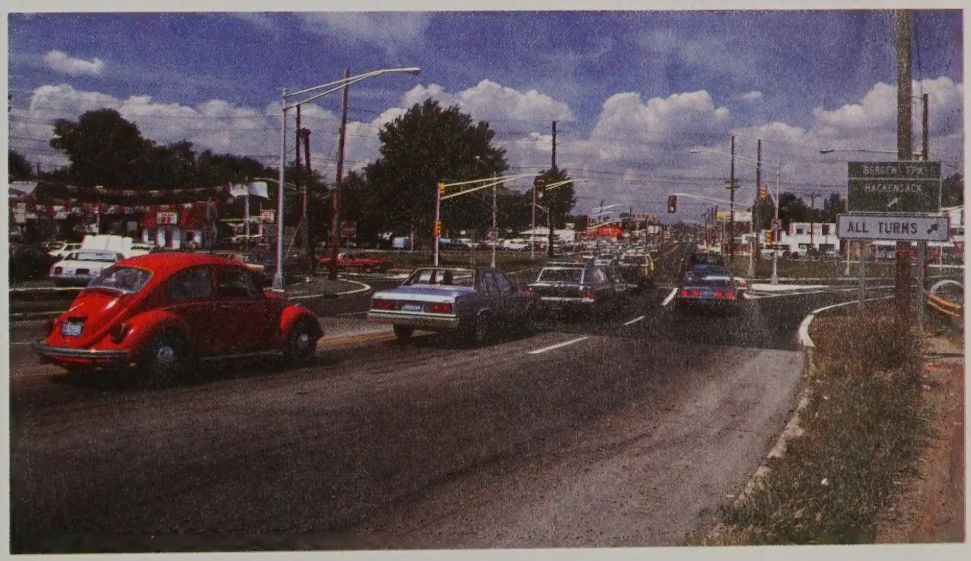
re's hardly a town in New
ove nts underway.
go g on at congested
avelled highways and bridges,
also stimulated design and
erstates and older highways,
Coast Line, replacement of
n of rail and bus maintenance
nprovements — all in its first

nent held groundbreakings and
emselves highlight the diversity
ropark ramps, the widening of
k Townships, I-78 progress in
ancocas Creek Bridge in
pairs from Bridgewater to
ersection improvements in

pletion of interstate "missing
state's transportation network
k has generated thousands of
trade alone this year. And it
hways while enhancing New
ou establishment of a sound

rill generate $3.3 billion in
nsportation network over its
985, the Transportation Trust
ving monies:

| UND | N.J. BRIDGE BOND | FEDERAL FUNDS |
|---|---|---|
| 8 | --- | $206.1 |
| -- | 10.3 | 41.8 |
| 8 | --- | 68.3 |
| 4 | 29.9 | 8.3 |
| 9 | --- | --- |
| 7 | --- | --- |
| 9 | --- | 52.8 |
| 5 | $40.2 | $377.3 |




*TOP: New bridge deck for Route 10, Morris County.*
*CENTER LEFT: Mason at work.*
*CENTER RIGHT: I-195 in progress, Mercer County*
*BOTTOM: Cut through Little Ferry Circle, Bergen County*

# Summer crews take surveys

The Department's Data Resources unit was busy conducting surveys during the summer months.

Its crews measured and weighed trucks, counted cars, surveyed park and ride lots and conducted origin and destination surveys as part of a statewide data gathering effort.

Using summer help and regular staff, the unit is developing data on truck weights, a federally-mandated survey performed every other year.

Two eight-person crews went to various locations and, with the aid of a police officer, stopped and weighed trucks.

Origin and destination (O&D) studies are an ongoing responsibility of the unit. Usually requested by planning or engineering units, the surveys are used to plan improvements or project future highway needs.

# Highway aesthetics

*(continued from page 2)*

Teams of temporary workers were assigned to litter patrol in the four regions, with Region II, covering populous Bergen, Essex, Hudson, Passaic and Union Counties, producing the greatest weekly tonnage.

"These litter pick-up teams have done a tremendous job," said a proud Dot Andres, Regional Maintenance Engineer, Region II.

She told how four crews pick up about 40 bags of litter a day which amounts to some five to seven tons a week. The bags are placed in dumpsters and hauled away by contracted services.

"Walking along the road they picked up bottles, cans, paper, car parts, anything, you name it," Andres said. "They've also done sweeping and mowing."

Getting rid of the collected trash and debris is the hardest problem, Andres said. One of their biggest challenges was the disposal of a gutted house trailer which someone had abandoned on the shoulder of busy Routes 1 & 9.

The clean-up effort has not gone unnoticed by the public.

Andres said her unit has received several letters commenting on the improved appearance of the roads. Some municipalities have even offered to help.

Dunn emphasized that the Roadway Aesthetics Program is not just a "quick fix."

The program consists of a number of specific activities aimed at giving New Jersey an attractive new image. It includes additional statewide grass mowings, greater acreage per mowing, selective shrub and tree maintenance, a new turf rehabilitation program, close "manicuring" around roadside obstacles, additional herbicide applications, replacement of guide rail and the additional litter removal.

"It's beginning to be noticeable now," Dunn said. "For instance, Pennington Circle looks good. Route 29 along the Delaware looks good. Each region is putting on a big effort and it's starting to show. Still, it's going to take a couple of years just to get back where we were.

NEW JERSEY
DEPARTMENT OF TRANSPORTATION
CN 600
TRENTON, NEW JERSEY 08625

Bulk Rate
U.S. Postage
PAID
Trenton, N.J.
Permit No. 21